mass production in a shorter time period than would otherwise occur;

(e) Is not technologically the same as efforts by any person conducted previously or to be conducted during the annual funding period regarding a substantially similar advanced automobile propulsion system; and

(f) Is not likely to result in a decrease in the level of private resources expended on advanced automotive research and development by substituting Federal funds without justification.

PART 474—ELECTRIC AND HYBRID VEHICLE RESEARCH, DEVELOPMENT AND DEMONSTRATION PROGRAM; EQUIVALENT PETROLEUM-BASED FUEL ECONOMY CALCULATION

Sec.

AUTHORITY: Sec. 503(a)(3), Motor Vehicle Information and Cost Savings Act, Pub. L. 94–163 (15 U.S.C. 2003(a)(3)), as added by sec. 18, Chrysler Corporation Loan Guarantee Act of 1979, Pub. L. 96–185; Department of Energy Organization Act, Pub. L. 95–91.

SOURCE: 46 FR 22753, Apr. 21, 1981, unless otherwise noted.

§474.1 Purpose and scope.

This part contains procedures for calculating the equivalent petroleum-based fuel economy value of electric vehicles, as required to be prescribed by the Secretary of Energy under section 503(a)(3) of the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 2003(a)(3)), as added by section 18 of the Chrysler Corporation Loan Guarantee Act of 1979. The equivalent petroleum-based fuel economy value is intended to be used in calculating corporate average fuel economy pursuant to regulations promulgated by the Environmental Protection Agency at 40 CFR Part 600—Fuel Economy of Motor Vehicles.

§474.2 Definitions.

For purposes of this part, the term—

Electric vehicle means a vehicle that is powered by an electric motor drawing current from rechargeable storage batteries or other portable energy storage devices. Recharge energy shall be drawn primarily from a source off the vehicle, such as residential electric service.

Electrical efficiency value means the weighted average of the stop-and-go and steady-speed electrical efficiency values, as determined in accordance with §474.4(b).

Energy equivalent fuel economy value means the electrical efficiency value converted into units of miles per gallon, as determined in accordance with §474.4(c).

Equivalent petroleum-based fuel economy value means a number, determined in accordance with §474.4, which represents the average number of miles travelled by an electric vehicle per gallon of gasoline.

Model type means the term defined by the Environmental Protection Agency in its regulations at 40 CFR 600.002–81(19).

Model year means the term defined by the Environmental Protection Agency in its regulations at 40 CFR 600.002–81(6).

Petroleum equivalency factor means a number which represents the parameters listed in section 503(a)(3)(ii) through (iv) of the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 2003(a)(3)) for purposes of calculating equivalent petroleum-based fuel economy in accordance with §474.4.

Petroleum-powered accessory means a heater/defroster system or an air conditioner system which uses fuel, as defined in section 501(5) of the Motor Vehicle Information and Cost Savings Act (15 U.S.C. 2001) as its primary energy source.

Production volume means the term defined by the Environmental Protection Agency in its regulations at 40 CFR 600.002–81(32).

Steady-speed electrical efficiency value means the average number of kilowatt-hours of electrical energy required for an electric vehicle to travel 1 mile, as determined in accordance with §474.3(c).

Stop-and-go electrical efficiency value means the average number of kilowatt-hours of electrical energy required for an electric vehicle to travel 1 mile, as